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## CANADIAN DEVELOPMENT. RAILWAYS TO BE NATIONALISED

AUDITIOUS SCHEME.

The Hon. John Dowsley Reid, M.P., Minister of Railways and Canals in Canada, was the principal guest of the Royal Colonial Institute at luncheon on November 15th, at the Victoria Hotel. Reviewing the progress of railway development in Canada, he mentioned the interesting fact that the Government of that country had decided to embark on the nationalisation of the railway systems outside the Canadian Pacific, and had already acquired control of a number of railway companies. When the legal and other formalities had been fulfilled all these lines would be embodied under the head of the Canadian National Railway System, having a total length of over 92,000 miles.

The other great system, with its world-wide ramifications, was the Canadian Pacific Railway, which was justly afforded equal rights with the Canadian National Railway. Referring to the new situation thus created, Mr. E. W. Beatty, the president of the Canadian Pacific Railway, in a recent speech, said: "Our competitor is—and will be—a very extensive system, which will probably increase in magnitude. We all hope it will be a success, and we do not need to be altruists in order to labour that hope. I think I can say with perfect candour that no man in Canada has more reason to hope for its success than I have, for two reasons—first, because its success as a railway undertaking means a gradual release of the burden on the taxpayer, and the Canadian Pacific is a fairly heavy taxpayer; and secondly, because the factors which contribute to its success will ensure the further and continued success of the Canadian Pacific. If the traffic development of the country is such as to support the national system it will undoubtedly be sufficient to add to the support of the Canadian Pacific. You will therefore appreciate that on national and selfish grounds the success of the national railways is something that every Canadian Pacific official should desire. It involves competition, of course—keen competition. Competition which is both keen and honest cannot help but redound to the advantage of the competitors, to the improvement in the character of the service they render, and to the resultant advantage of the people and communities served."

### ON DISCOVERY.

The Canadian Pacific Railway was undertaken by men who had faith in their country, men who had devotion and courage. One would think that the Dominion, with its 4,000 miles of railways, was well served, but it was so large a country—as large as the continent of Europe—that much remained to be done. For instance, the recent oil discovery near Fort Norman, on the Mackenzie River, called attention to the fact that the nearest railroad from the oilfield was nearly 1,500 miles away, at Peace River landing, where there was a branch of the Canadian Pacific or Athabasca Landing on the Canadian National Railway. They all hoped that the strenuous exploration campaign in search of oil along the Athabasca and Mackenzie rivers, which would be undertaken next year by Canadian and British companies, would prove successful. It would be a great thing for Canada and the British Empire, and would certainly entail the construction of hundreds of miles of new track, and open up for settlement the promising Peace River districts. As there were only eight or nine millions of people in that vast territory they required more people. The Immigration Department were busy trying to encourage more people to settle in their country. In doing so they were selecting men so that in the future they would be able to say that every man in Canada was loyal to the Dominion and the British Empire. (Cheers.) They were happy and a contented people, and they would continue in the future, as in the past, to develop their natural resources. They welcomed to Canada all citizens of the British Empire, and prosperity must follow if they played their part. (Cheers.)

## CANCELLATION OF ORDERS BY UNITED STATES.

OPINION IN NEW YORK.

New York, November 5th.

Reports are current here that British textile makers have asked the American Chamber of Commerce in London to protest through the influential Chamber of Commerce of the United States against an abuse of the privilege of cancelling orders. They have aroused no surprise. In this country the abuse is notorious, but it seems to be in part, the fault of the manufacturer. In the worst period the manufacturer was often unable or unwilling to produce a delivery of goods by a definite date, and usually (with prices rising) he refused to book orders except on the understanding that they should be paid for at the price prevailing on the day of shipment. Confident, as the majority of manufacturers and wholesalers seem to have been, that there was a world-wide scarcity of goods which could hardly be made up in less than two or three years, they were ready as all times to accept cancellation of orders, and indeed in many lines of industry resorted to themselves the right to decide whether or not they should make delivery on the orders they accepted. It was not until prices began to decline in earnest that they began to appreciate how bad a custom they had permitted to develop.

As regards cancellation by American importers of British textile orders, there is not so much excuse, though by some merchants a partial defence of this action is made on the ground that often the orders cancelled related to goods for which not even an approximate delivery date could be obtained.

The Peking News Agency says that suggestions have been made to the Government in regard to the opening of a conference at Shanghai with the Southern leaders in order to outline the necessary measures for reorganization work in the country. This conference will, however, be called the Reorganization Conference instead of Peace Conference, as the Government thinks there is no longer any necessity to enter into peace negotiations with the Southern leaders at the present time when the Canton Military Government is no longer in existence.

## OPIUM TRAFFIC. THE LEAGUE AND UNIVERSAL LEGISLATION.

The following letter appeared in a recent issue of *The Times*—

Sir,—In *The Times* of December 24th, 1919 and of January 6th, 1920, you permitted me to call attention to the international control of dangerous drugs of addiction, such as opium, morphia, cocaine, etc., in the light of Peace Conference and the Covenant of the League of Nations.

By Article 23 (c) of the Covenant the general supervision of the execution of the International Opium Convention, drawn up at The Hague in 1912, was entrusted to the organization of the League of Nations, and by Article 235 of the Treaty all the Powers which are party thereto, but which had not ratified or signed the Convention, were brought into line with those Powers which had signed the Special Protocol of 1914 binding its signatories to enforce the Convention without waiting for a ratification by the rest. Such Powers, as well as those Treaty Powers, which have ratified the Convention, but have not signed the Special Protocol, are, it is held, under obligation to enact the necessary legislation "within 12 months from the coming into force of the present Treaty"; that is to say by January 10th, 1921. By the Dangerous Drugs Act, passed last July, Great Britain has enacted legislation "to regulate the importation, exportation, manufacture, sale and use of opium and other dangerous drugs," so far as the United Kingdom is concerned, in general conformity with the terms of the International Opium Convention of 1921. All the statutory regulations to give effect to this Act, however, have not, I believe, as yet been laid.

The question now arises as to whose duty it will be to see that all the other participating Powers similarly pass legislation to effectuate the Convention. As already stated, Article 23 of the Covenant recites that: "Subject to and in accordance with the provisions of international Conventions existing or hereafter to be agreed upon, the members of the League will entrust the League with the general supervision over the execution of agreements with regard to the traffic in opium and other dangerous drugs." But Article 24 of the Opium Convention of 1914 left the bringing into force of the Treaty and the date as from which the laws, regulations, and measures flowing from it should come into force in the hands of the Government of the Netherlands. As the result of inquiries I recently made at the Department for Foreign Affairs at The Hague, I was courteously informed that, at the instance of the Netherlands Government, the question of the future putting into force of the Opium Convention in the countries of all the Treaty Powers will be discussed at the present meeting of the Assembly of the League of Nations at Geneva.

A question has recently arisen as to bringing the Convention into force in our own Dominions, Colonies, Dependencies, and Protectorates. In signing the Convention at The Hague on January 23rd, 1912, my colleagues and I, as representing Great Britain, were authorised to make a declaration to the effect that "the articles of the present Convention, if ratified by his Britannic Majesty's Government, shall apply to the Government of British India, Ceylon, Straits Settlement, Hongkong, and Weihai-Wei in every respect in the same way as they shall apply to the United Kingdom of Great Britain and Ireland," and to add a reservation as to signature or denunciation on behalf of all the other Dominions and Colonies. Although the Indo-Chinese opium trade came to an end a few years ago, the acreage under the poppy in India increased from 144,581 acres in 1913-14 to 204,186 acres in 1916-17, and the quantity of opium exported from India in 1913-14 amounted to 17,278 chests. This Indian opium found its way chiefly to Indo-China, Java, Japan, Siam, Hongkong, Straits Settlements, and to the United Kingdom. Moreover, very large quantities of morphia and its salts, manufactured in Great Britain in some three or four factories, are annually exported from this country. Thus in 1919 (exclusive of any sent by post) 329,970oz., valued at £335,861, were exported from the United Kingdom, chiefly to France, the United States, Canada, and Belgium. When we remember that the pharmacopoeial dose of morphia is  $\frac{1}{4}$  of a grain to  $\frac{1}{2}$  a grain, it is incredible that none of this British-made morphia is used for other than "medical and legitimate purposes."

Article 8 of the Convention, however, binds the Treaty Powers to "co-operate with one another to prevent the use of these drugs for any other purpose." There can be no doubt that the world production of opium, morphia, and cocaine has been and is vastly in excess of any conceivable legitimate or medical use thereof, and it is to be hoped that the Assembly of the League may take prompt steps to secure universal legislation similar to that recently passed here, as well as international co-operation in making such legislation effective. I am, Sir, yours faithfully,

W. J. COLLINS.

1, Albert Terrace, Regent's Park, N.W.1.

The Crown Agents are endeavouring to obtain five civil engineers for Ceylon, the starting salaries offered being £450, plus the temporary bonus. These appointments were originally advertised at a salary of £300, plus bonus, but it was found that this sum did not attract suitable candidates.

## AN END TO THE SHANGHAI "TRENCHES."

THE CLOSING ORDER.

TO FINISH WITHIN ONE MONTH.

In response to the agitation on the part of the foreign community, the Chinese authorities have resolved that the "Trenches" be closed. An important part was played in this agitation by Mr. F. J. Schuhl, Commissioner of the U.S. Court, who in a recent case remarked that he hoped that "Trenches" would be closed.

As a result of this agitation, which was brought to his attention, General Ho Feng-ling, Military Governor of Shanghai and Sung-kiang, issued orders to the Police and Law Courts under his jurisdiction, instructing them to notify all proprietors of houses in the "Trench" district that the places must be closed within a period of one month.

### SURPRISING NEGLIGENCE.

The order reads in part:— "As the locality in question comes directly under our jurisdiction and administration, it is very surprising that the local authorities did not take steps to prohibit such business long ago in order to avoid criticism and attacks from foreigners. If we wish to maintain our national dignity and the confidence which has been placed in us by both foreigners and our own people, we must get to the root of the trouble and do what we can to prevent such occurrences in future."

Wherefore all concerned are hereby notified that these bars and dance halls are to be closed within a period of one month, failing which they will be forcibly closed and sealed up by the authorities. All licences are hereby withdrawn and business of this sort is forbidden hereafter.

In connection with this order, it will be interesting to note how the bar-rooms in the "Trenches" are trying to evade the 12 o'clock closing law. The majority of the places are now provided with black curtains which they place before all windows so that no light is seen from the outside. Thus, while seemingly closed, they still carry on business inside "as usual." What they will do when this order is enforced will be watched with interest. *N.C. Daily News.*

## CANTON BRITISH RED CROSS SOCIETY OUR DAY.

The Hon. Treasurer of British War Contributions informs us that he has received the following letter of thanks dated 23rd November, 1920 from Sir Arthur Stanley, Chairman of the Joint Council of the British Red Cross Society and Order of St. John of Jerusalem:—

"On behalf of the Joint Council of the British Red Cross Society and Order of St. John, I have to thank you for your letter of October 15th last, enclosing a contribution to our Funds amounting to £200 13s. 9d., subscribed by British Residents in Shanghai, our official receipt for which is enclosed herewith."

"The Joint Council desire me to express to you and through you to all the generous contributors who have made up this magnificent contribution, the warm and grateful thanks of the British Red Cross Society of St. John for the welcome and practical help they send to us towards our work. I have no doubt that in whatever manner you consider proper, you will endeavour to communicate to all concerned this expression of our gratitude and thanks for the sympathetic and generous manner in which you have all come to our assistance on 'Our Day,' 1920."

## WILTSHIRE REGIMENT'S FAME.

LORD METHUEN'S TRIBUTE.

Field-Marshal Lord Methuen, unveiling at Marlborough a regimental memorial to those members of the 7th Wiltshire Regiment who fell in the War, said there was no battalion to which he was more ready to do honour.

"Many, like himself, would have preferred Lord Kitchener to have built upon the foundations of the Territorial Force, instead of creating a new army, and to have formed new battalions of county regiments composed of county men. There was not a large proportion of Wiltshiresmen in the ranks of the 7th Battalion, but the unit gained such a reputation that it reflected great glory on the county. Much was due to the personal influence and gallantry of the commanding officer."

The survivors of the Battalion who were present included Lieutenant-Colonel W. L. Locke, Commanding Officer. A guard of honour was provided by the Marlborough College O.T.U., and buglers from the Wiltshire Regiment sounded the "Last Post" and "Reveille." The Battalion was trained in the Borough, hence the selection of Marlborough as the site of the memorial.

### LINER FARES MYSTERY.

CHEAPER FREIGHTS, DEARER PASSAGES!

Shipping freights have slumped from 40 to 80 per cent. since March.

"Why has there not been a corresponding reduction in passenger fares?" The Cunard, White Star, and other companies in the Atlantic conference introduced in the spring a surcharge of 25 per cent. on minimum fares from England to America. This represented increased aggregate profits to the companies concerned of nearly £3,000,000 per annum.

A further increase of passenger fares in June of 23 first class, £3 second class, and 21 third class brought the fares on the fastest and largest steamers up to 262 1/2s. first class, 233 1/2s. second class, and 219 1/2s. third class.

The rates for the slower and smaller ships were increased on a corresponding scale. There has been no reduction in minimum passenger fares since that time. *Express.*

## THE LATE MR. WOOLLEY. DETAILS OF HIS CAREER.

The *Japan Chronicle* gives the following details of the career of Mr. A.H. Woolley, of Kobe, whose death, occurring somewhat suddenly, has been already reported in our columns:—

Mr. Woolley was born in Derbyshire in 1850, and at an early age entered the service of the Peninsular and Oriental Steamship Co., at a time when it was a very much smaller organisation than it is to-day. He entered the P. & O. service very shortly after the opening of the Suez Canal enabled the P. & O. Co. to establish a direct service to India, and subsequently to China and Japan, but previous to this the company had opened a service with India by way of what was called the Overland route, when passengers disembarked at Alexandria and were conveyed across Egypt by railway to Suez, where another P. & O. vessel awaited them and they re-embarked to voyage across the Red Sea and the Indian Ocean.

Mr. Woolley was for some time in Egypt, thence proceeding to India, and later was transferred to Hongkong, where he remained for many years, becoming in due course first assistant at the head office for the East established in that Colony. In 1890 he was appointed agent in Kobe, and a year or two later he was made agent in Yokohama, which was then the head office for Japan. About fifteen years ago it was determined to make Kobe the head office, and Mr. Woolley returned to the southern port where, with the exception of one or two absences on furlough, he has remained ever since. He was thus for close on fifty years in the service of the P. & O. Company.

From the first Mr. Woolley took an active part in the public work of the small foreign community in Japan. He was in Japan for ten years prior to the surrender of extra-territoriality, and in 1891 he was elected a member of the Kobe Municipal Council, which then had jurisdiction over the Settlement, an office which he retained until 1893, when he was transferred to Yokohama. On several occasions he was elected President of the Kobe Club, and has repeatedly been chosen as Chairman of the Kobe Foreign Board of Trade, while his appointments on local committees have been innumerable. He has also served as Director or Chairman of various public companies, including the Oriental Hotel, Limited, and Messrs. Nickel & Lyons. Perhaps the organisation to which he devoted most attention outside his own special work was the branch of the British Association in Kobe, of which he was repeatedly elected President. This being an organisation devoted to the protection and advancement of British interests had the first place in his regard of all the institutions with which he was connected, and his labours on behalf of British interests during the war were acknowledged by his being created an officer of the O.B.E. in the early part of this year. Mr. Woolley had very emphatically the civic spirit, and was always ready to join in any effort for the improvement of local conditions, so that his decease is a material loss to public welfare. Of a genial temperament and with a bluff, hearty manner, Mr. Woolley was popular among all sections of the community. His illness has continued for a long months, with varying conditions of improvement and relapse. For some time, however, there has been very little hope of recovery, though the end at the last was sudden. He leaves a wife, with whom great sympathy will be felt by her many friends, and two sons and a daughter. The latter, Mrs. Murphy, is with her husband, now in England. Willoughby, the elder son, is in the service of the P. & O. Co., in London. Jack, the younger, is a Captain in the Indian Army. Both sons served during the war, and the younger decided to adopt the military career. Being summoned some months ago, when their father's condition became serious, they arrived in time to see their father before the end came.

## HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS BY LIEUT.-COL. L. G. BIRD, D.S.O., ADMINISTRATIVE COMMANDANT.

Friday, January 7th.

Parades for week ending January 16th will be held in accordance with programme of work.

MUSKETRY.  
Part I. will be fired on Sunday, January 16th, at King's Park Range, at 10 a.m. Any members of the Corps who have not yet fired Part I. must attend on this date.

Part II. will commence on Saturday, January 22nd, 1921.

ORDERS FOR MOUNTED INFANTRY SECTION.

PARADE.  
Parade at Polo ground, Causeway Bay, on Wednesday, January 13th, at 5 p.m.

Dress: Optional.

ORDERS FOR CADET COMPANY BY LIEUT. A. J. M. WYCKMAN.

PARADE.  
The Company will parade at Headquarters on Tuesday, January 11th, at 5.30 p.m.

Dress: Drill order.

G. F. E. PARSON, Bt. Major, Adjutant, H.K.V.D.O.

### NOTICE.

The Corps Rifle team are firing in the "League" Competition, at R.N. Dockyard Recreation Club, on Saturday, January 15th, 1920.











# COLONIAL OFFICE REFORM:

QUESTION RAISED BY LORD MILNER'S  
IMPENDING RESIGNATION.

## PROSPECTS OF TRADE:

SIR ROBERT HORNE'S PROPHECY.

## HOME RULE OUTLOOK:

GOVERNMENT PROCEEDING WITH SOUTHERN PARLIAMENT  
PLAN.

### LATEST CABLES.

(REUTERS' SERVICE'S SUMMARY.)

#### TRADE OUTLOOK.

SIR ROBERT HORNE'S OPTIMISM.

LONDON, January 7th.

Sir Robert Horne, in an interview with a *Daily Graphic* representative, was optimistic as regards the trade outlook in 1931, and deprecated the tendency of great financial and other interests to rely over much on the Government. The Government, he said, realised the need at all costs of getting the world working again and was prepared to consider the extension of credit to several ex-belligerent countries, but not to Germany at present. The blunt fact, Sir Robert Horne said, was that Germany was dumping her goods profusely, and he gave as an example the case of steel billets which were offered at \$18 10s. a ton, as compared with \$15 a ton, the cost of manufacture in Britain, also of cotton fabric gloves in which Great Britain specialized before the war. There was reason to believe that German financiers were trying to keep the mark depressed to enable them to knock out England and other countries from the world markets, and thus restore Germany's export trade.

Touching on Russia, Sir Robert Horne said that Trotsky and Lenin were leading different sections. The former regarded the continuation of Russia's economic condition as essential to the prolongation of Bolshevism. Lenin did not agree with him, and knew that trade was a condition of life and survival. The United States' attitude was not helpful, it was chiefly self-contained. But he was hopeful as regards the movement about there.

He was of the opinion that the only solution of the exchange question was mutual cancellation of inter-allied war debts, which would not only benefit Europe but improve the commercial value of the dollar.

Sir Robert Horne chiefly attributed the depression to waiting for lower prices before buying.

#### UNEMPLOYED COMMITTEE.

LABOUR PARTY'S REFUSAL TO  
SERVE.

LONDON, January 7th.

The Labour Party declines to serve on the Government's committee on unemployment on the ground of the limited nature of the terms of reference. It is also alleged that the exclusion of an enquiry into the cause of unemployment from the scope of the committee's work is a most unusual course.

The discharge of small numbers of railwaymen throughout the country is proceeding in consequence of the falling off of goods traffic owing to trade depression.

#### MURDERED IN ATHENS.

VENIZELIST PRESIDENT OF  
COURT MARTIAL.

ATHENS, January 8th.

Colonel Fatsos, ex-President of the Court Martial established under the Venizelist régime, was murdered in the street by unknown soldiers. Significant attacks to the fact that the Royalist organ *Kathimerini* devoted columns with a view to attending the crime.

#### GERMAN DISARMAMENT.

PROSPECTS OF SETTLEMENT OF  
QUESTION.

PARIS, January 8th.

A Havas message says—

According to *L'Express*, official circles are convinced that Germany will eventually give in on the question of disarmament, asking only for some delay so as to disarm gradually. That being so, the expected conference of the Allied Premiers seems less urgent in as much as France, England and Belgium are in perfect agreement on the question. The conference will thus meet only after the receipt of a formal German reply and will then have an opportunity of taking up the Oriental question about which the French Premier continues to be entirely optimistic.

# WORKING OF HOME RULE ACT.

CONSTITUTIONAL NATIONALISTS  
SUPPORT GOVERNMENT.

LONDON, January 7th.

There are signs that the Government will be enabled to execute its plan to summon the Southern Parliament in Ireland, despite the present prospect of Sinn Féin's attempting to defeat the step by abstaining from participation in the elections. An influential section of Constitutional Nationalists, headed by Alderman McWalter, High Sheriff of Dublin, is preparing to select candidates when the writ arrives. This action will embarrass, and may alter the attitude of Sinn Féin, who are likely to hesitate before attempting to stir up a civil war by fighting a Parliament composed of fellow-countrymen. Importance is attached to the unexpected departure of Viscount French for London from Dublin, to which place he had only returned a couple of days ago.

### MANIFESTO BY MR. DE VALERA.

LONDON, January 8th.

A manifesto issued by Mr. De Valera, as forecasted by *Freeman's Journal*, denies that Sinn Féin is making overtures for peace, but states that he will not turn a deaf ear to the Government proposals, provided they are based on the recognition of Ireland as an independent nationality. The manifesto continues: "When representatives of the English nation are prepared to meet representatives of the Irish nation on an equal national footing, peace talk will be possible."

It is stated that the forces of the Crown are most anxiously searching for Mr. De Valera, whom they are most anxious to arrest.

### MORE HOUSES BURNT.

LONDON, January 8th.

In consequence of the ambush at Newmarket, County Cork, five houses in Meelin, from which the attackers were seen to fire, were destroyed by order of the Military Governor.

### NEW SINN FEIN DODGE.

Armed Sinn Féin simultaneously visited the residence of Dublin County Council rate collectors, who have resigned owing to the Council adhering to Dail Eireann. They forced the collectors to sign cheques aggregating at least £10,000, representing monies withheld. The collectors were held prisoners until the cheques were cashed.

### NOT WANTED IN AMERICA.

WASHINGTON, January 8th.

A Board of Special Enquiry, at Norfolk, has ordered the exclusion of Mr. Daniel O'Connell, the present Lord Mayor of Cork, who arrived at Newport News, Virginia, as a showman on the American steamer *West Canon*, from Ireland.

Mr. O'Connell has appealed and the case has been referred to the State Department.

### EDITOR AND DIRECTORS RELEASED.

LONDON, January 8th.

The Government has released the Editor and two Directors of *Freeman's Journal*, who were recently sentenced to imprisonment by Court Martial on the ground of ill-health.

### DISTRAINING ON A TOWN.

LONDON, January 8th.

In consequence of the non-payment of the fine imposed on Ferny town, troops seized goods valued at £28, each from four leading tradesmen.

### BOLSHEVISM IN BRITISH ISLES.

RESULTS OF INVESTIGATIONS BY  
WELL-KNOWN JOURNALIST.

LONDON, January 8th.

It is a mistake to suppose that Bolshevism has infected Great Britain. This is the conclusion reached by Dr. Arthur Shadwell, author and journalist, who has just concluded an exhaustive investigation into the revolutionary movement in Great Britain on behalf of *The Times*.

Dr. Shadwell has toured the industrial areas searching for causes and tendencies of the prevailing unrest, and he says that ferment and revolution are undoubtedly working in the hearts of a number of people of which exemplars exist everywhere who would "get up a revolution in Heaven." But in Great Britain these are comparatively few and are powerless, owing to the absence of material on which to work. He says that Bolshevism is essentially international, depending upon external propaganda for its existence. Consequently, there is a tendency to discern the hand of Moscow in any British revolutionary manifestation. But this is a mistake. Bolshevism has made the idea of revolution familiar, but its influence is steadily waning. Indeed, opinion is hardening against Moscow's dictatorial tenets which are abhorrent to the British temperament.

### COMMUNIST OUTBREAK.

TROUBLE AT FLENSBURG.

Berlin, January 8th.

Seven persons were killed and 23 wounded by the Flensburg police firing a volley into a crowd which tried to storm the barracks on the occasion of the funeral of a Communist, who was killed by the police when trying to escape arrest.

# TRADE AGREEMENT WITH RUSSIA.

LORD CURZON'S REPUTATION OF  
M. CHICHEVIRIN.

LONDON, January 8th.

The Foreign Office publishes a telegram from M. Chichevich dated December 31st, repudiating responsibility for protraction of the commercial negotiations, and declaring his readiness to accept the trade agreement concluded last summer and to confer with the British Government with reference to the latter's subsequent elaboration of the political clauses in it. Lord Curzon replied, yesterday, refuting M. Chichevich's assertions, recalling especially the delays caused by M. Kamenev's intervention in the internal politics of Great Britain, and Russian ill-treatment of the detained British subjects. He declared that the present delay was due to persistent equivocation by the Soviet Government with regard to the conditions accepted in July.

With reference to propaganda, Lord Curzon insists that if the Soviet sincerely intends to carry out its undertakings there can be no objection to the definition of the areas to which these undertakings specifically refer. Great Britain, therefore, hopes that, instead of continuing barren polemics, the Soviet will accept the trade agreement, in sincere execution of which will be found the first step towards the reconstruction of material prosperity in Eastern Europe.

Lord Curzon insists on the geographical definition of the areas in which the Soviet undertakes to refrain from propaganda, offering to undertake a similar obligation with reference to any area in which the Soviet can fairly claim special interests.

# NAVAL CONSTRUCTION PROBLEM.

SENATOR WALSH OPPOSES BORAH  
RESOLUTION.

WASHINGTON, January 8th.

At a meeting of the Senate Foreign Affairs Relations Committee, Senator Walsh urged the dispatch of an American representative to sit on the Disarmament Committee of the League of Nations. He opposed Senator Borah's resolution and said that the American navy would be as formidable as the British in 1924, if the respective programmes were continued on the present basis, but Senator Borah's resolution, which simply calls for a 45 per cent. cut in the British, United States and Japanese building programmes, would tend indefinitely to postpone the time when Great Britain will no longer be Mistress of the Seas.

### CANADIAN DENIAL OF REPORT.

OTTAWA, January 8th.

The Naval Service Department describes as absurd the reports that a Canadian squadron is being transferred to the Pacific coast to join the American and Australian navies for mutual protection. Canadian vessels are simply visiting the Pacific in the course of a training cruise.

# BRITISH HONOURS FOR HOLLANDERS.

FIFTY DECORATIONS BESTOWED.

AMSTERDAM, January 8th.

At the British Legation at the Hague fifty decorations were bestowed on Hollanders, including the Knight Commandership of St. Michael and St. George on Jonkh. van Vredenburg, Resident Minister in charge of the British section of the Netherlands Legation in Berlin; Knight Commanderships of the Order of the British Empire on Dr. van Aalst, formerly of the Netherlands Overseas Trust Company; Myheer Deteringh, head of the Royal Dutch Shell group; Chevalier van Rappard, Resident Minister in charge of the Netherlands Ministry at Constantinople; and Dr. van Wellenboven, late of the Overseas Trust; and Commanderships of the Order of the British Empire on Dr. Zimmermann, who was Burgomaster of Rotterdam, and Myheer Demester.

# RAILWAY STRIKE IN AUSTRIA.

INFURIATED PASSENGERS ATTACK  
STRIKERS.

VIENNA, January 8th.

A lighting strike of the employees of the Southern Railway, involving the stopping of trains en route led to furious passengers attacking the engine drivers and guards with revolvers and sticks, forcing them to proceed to their destinations. A free fight between passengers and strikers, on arrival at the station of Graz, was stopped by the gendarmes.

### FINANCIAL CRISIS IN MEXICO.

BANKS IN DISTRESS.

MEXICO CITY, January 8th.

The financial crisis has been intensified by the closing of the Mercantile Banking Corporation, a North American institution, owing to heavy withdrawals by depositors. Guards are stationed at the Banque Francaise du Mexique, where heavy runs continue, but it is believed that the Banque will weather the storm. Depositors of other banks are anxious, but so far there have been no further runs. It is rumoured that a moratorium will be declared.

# FAR EASTERN CABLE NEWS.

(REUTERS' SERVICE'S SUMMARY.)

## THE SHANTUNG PROBLEM.

LONDON, January 8th.

Baron Hayashi, interviewed by the *Standard*, categorically denied the allegations that Japan was seeking to control the Far East as a preliminary to world-domination. He emphasised that Japan firmly intended to restore Shantung. It was not Japan's fault that no progress had been made. China was requested nearly a year ago to make arrangements to commence the necessary formalities for receiving back Shantung, but did nothing.

So far from desiring to absorb Chinese territory and to abolish the open-door policy, he said, Japan was only too pleased to participate in the Consortium to develop China's resources. Japan's policy was friendship towards China and America.

### CHINA'S FOREIGN TRADE.

LONDON, January 8th.

The *Times* gives prominence to a telegram from its Peking correspondent emphasising the sedulous vitality of China's foreign trade, despite the famine, civil war and other adverse circumstances and pointing the moral for captains of industry in Great Britain. He says that the scope for foreign enterprise in China is illimitable, and that the field is more open than ever previously. Preliminary cultivation is needed with a view to development in the future when political conditions are more settled and transportation improved. All establishing themselves in China now will reap a rich reward.

### JAPANESE IMMIGRATION.

WASHINGTON, January 8th.

Baron Shidehara and Mr. Morris have resumed negotiations as regards the immigration question. It is understood that the project now being discussed does not deal with the civil rights of Japanese in America, but seeks to prevent discrimination against them in the enjoyment of their property rights.

### BANK SUSPENDS PAYMENT.

BRITISH-AMERICAN CONCERN  
INVOLVED.

LONDON, January 7th.

The British-American Continental Bank, formerly the Hannover Bank, with a subscribed capital of £1,945,000, has suspended payment.

It appears that the suspension of the British-American Continental Bank was due to another suspension in New York. The Bank's business is largely commercial and practically all the loss falls on shareholders who, it is stated, will receive a considerable proportion of their investments.

### BROOKLANDS TRIALS.

RESULT OF PETROL SAYING TEST.

LONDON, January 8th.

In motor-car trials at Brooklands, with a view to petrol saving, six cars were submitted to a standard test with the carburetor jet reduced. This resulted in an average increase in mileage for fuel burned of 23 per cent., while the loss in maximum speed was only two miles per hour. It is computed that the adoption of the scheme would lead to the economisation of 40,000,000 gallons annually.

### LIQUOR RAID IN NEW YORK.

CHAMPAGNE AND WHISKY SEIZED.

NEW YORK, January 8th.

In the biggest liquor raid in New York since Prohibition, the authorities seized \$350,000 worth of the wholesale merchants, Messrs. Slinger Brothers, including scores of cases of the finest champagnes and hundreds of cases of whisky.

### QUEEN-MOTHER EMMA.

A SUCCESSFUL OPERATION.

THE HAGUE, January 8th.

It is officially stated that the Queen-Mother Emma has been operated on for hernia. There were no complications, and the bore the operation very well. Her condition is satisfactory.

### OBITUARY.

ADMIRAL NORTHLAND.

LONDON, January 8th.

The death is announced of Admiral George Northland, who assisted in the capture of Taku Forts and destroyed a piratical stronghold in the Malacca Straits.

# THE MISSING PURSER.

MASTER LEAVES HIM BEHIND IN  
HONGKONG.

The master of a steamer due to leave the port on Wednesday found himself in an awkward predicament. His purser was missing and no trace of him could be found. Worse than that, the purser had with him the ship's register, without which the ship could not legally proceed very far. The telephone was going all over Hongkong for some time in the attempt to discover the missing officer, but ultimately the master decided to start without him and get as far as Singapore although that would be the limit of any journey without the register. Some hours later, in a room at West Point, a man was found in a state of helpless intoxication, and he was removed to the police cells. When he was sufficiently sober to give an account of himself, it came out that he was the missing purser, for whom all Hongkong had been searching for hours. He remembered having had "one or two" otherwise his recollection of events was a blank, and he had no idea how he came to be at West Point.

Naturally the purser was much perturbed to find that his ship had gone without him. (No doubt he is now agitated by fears, like Othello, that his occupation will be gone.) He was allowed out on bail with a view to arranging an early passage to Singapore and at the Police Court the next morning it was reported that he had already sailed, so his bail was exonerated, being equivalent to a five dollar fine.

# DEATH OF A WELL-KNOWN RESIDENT OF SHANGHAI.

It was with feelings of deep regret that the community of Shanghai on New Year's day received news of the death of Mrs. W. S. Jackson, an old and much esteemed resident of the port. For many years, the *N.C. Daily News* says, Mrs. Jackson had suffered from an incurable illness, and in October, upon returning from Weihaiwei, was confined to her room at the residence in Route de Sar-Zong where, after much suffering borne with great patience, she passed away peacefully in sleep.

The deceased lady, who was 60 years of age, had been a resident of Shanghai since her fourth year, when she came to China with her parents, the late Captain and Mrs. John P. Roberts, in a sailing vessel. The family was very well-known and took a prominent part in the life of the community, and in later years, Mrs. Jackson, who was greatly esteemed and had a very large circle of friends, identified herself with much charitable work. In particular, she was interested in the Foreign Babies' Home, and in many other ways expressed a liberal and sympathetic interest in the needy, a disposition which was in turn recognized by the sympathy of a host of friends extended to her in her long illness.

Mrs. Jackson was married to W. S. Jackson, general manager of the Yangtze Insurance Co. and chairman of the Board of the Shanghai Race Club, in 1897. She had two sisters: the late Lady Horby, wife of Sir Edmund Horby, Judge of H.M. Supreme Court, and her surviving sister, Mrs. Gabriel Morrison, now in England. The sympathy of all will be extended to Mr. Jackson, and his son, now at Chelsea.

# WHAT CAN BE DONE IN CHINA.

ATTITUDE OF SOLDIERS.

A reader of long experience of life in the interior of China writing to the Editor of the *N.C. Daily News* a lengthy letter on the situation in China remarks: "That the portents are disquieting no one will dispute, neither would some be surprised at a big flare up within the next year, perhaps half year." He ascribes the trouble and unrest to "soldiers." With the coming of soldiers, he says, we have noticed the revival of the opprobrious term "foreign devils." For a number of years it was practically dead. Now it is very much in evidence, and soldiers use it more than anybody else.

"Could not the Diplomatic Corps," he writes, "notify the military and civil governors that they will be held responsible for any untoward events taking place under their jurisdiction? If such a move were made, and it is quite on Chinese lines, I think half the danger would be averted. No excuse of 'half mad' or 'drunken soldiers' should be accepted. If the officers or officials plead that they cannot control soldiers or people, then they must be told to make room for others who can. The sooner they are told this the better. This will do a great deal to prevent the soldiers' rage against their officers being turned upon the foreigners, as the 'Boxers' anti-dynastic spleen was turned in 1900 by the astute Empress Dowager Tzu Hsi and her followers. It is a time for plain speaking for China's good more than the safety of a few thousand foreigners in the interior of China. Let it be stated in unequivocal language that any outbreak resulting in injury to foreigners will be taken as proof that China does not rank as a second or even third rate nation in spite of her continual claims to be considered a first rate Power."





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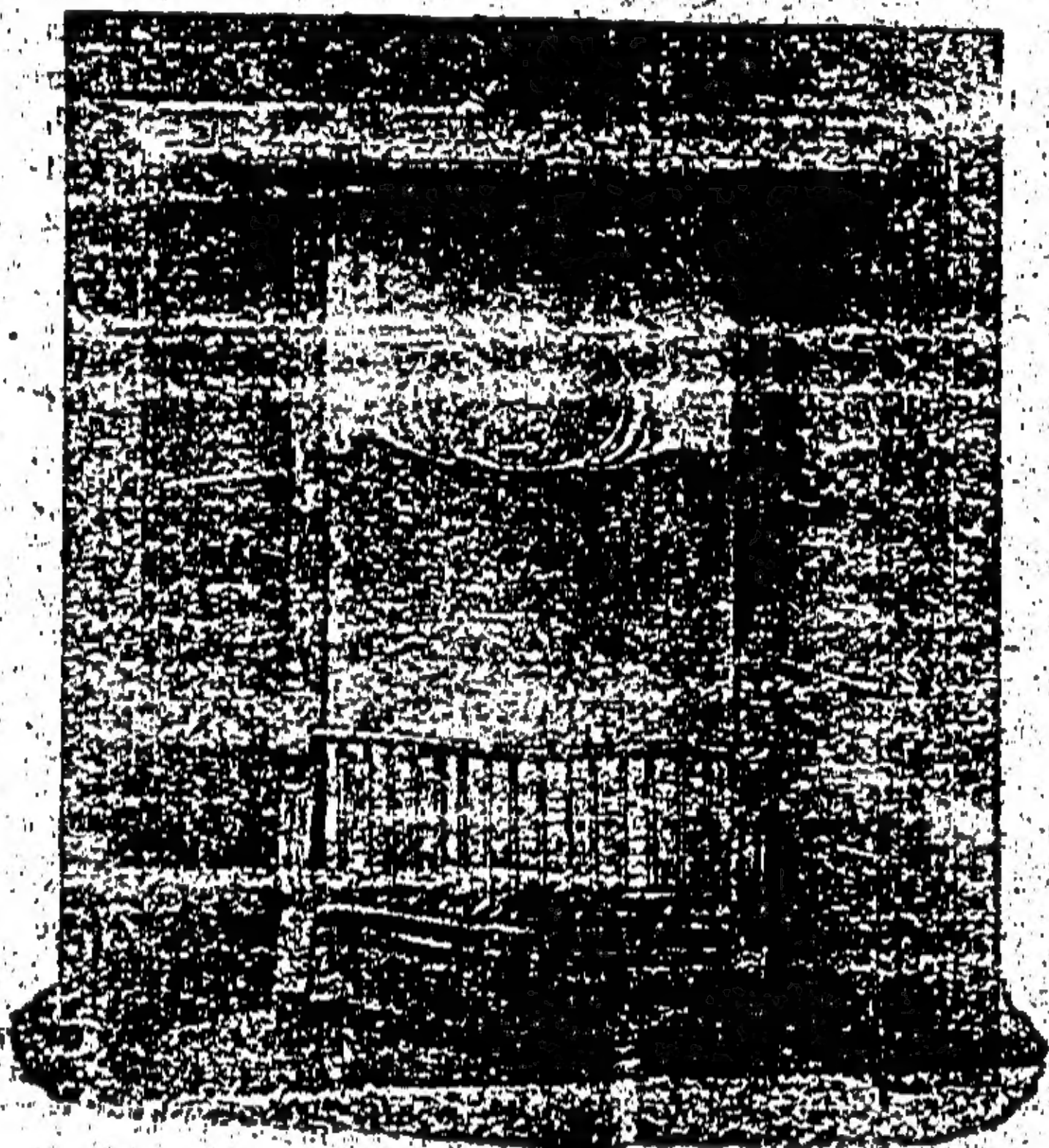
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### "ALL THAT IS LEFT OF THEM."

BALACLAVA HERO ON THE GLORIOUS CHARGE

The sixty-sixth anniversary of the Balaklava charge comes a few days after the death of Mr. Ashley-Kilvert, J.P., who rode with the noble six hundred, and many wondered what he was the last survivor of that gallant band.

Inquiries by the Sunday Express show that such is not the case, as there are two other survivors living in London. One is Mr. Hughes, late of the 13th Light Dragoons, and the other is Mr. William Pennington, who quitted the Army for the stage and earned considerable reputation as a Shakespearean actor.

"Hughes and I are all that are left of them," said Mr. Pennington to a Sunday Express representative recently. "My memory is not so good as it was in the days when I studied blank verse, but there is one hour in my life which will never fade."

A TERRIFYING FIGHT

"I am thinking of the morning of October 25, 1854. It was at six o'clock when we received the order which is now historic. It was quite unexpected, but absolutely by the pictures of the engagement painted by distinguished artists give no idea of the scene as we found it at the entrance to the 'Valley of Death.' Many of us were only half-dressed as we hurriedly sprang into the saddle.

"Stories have been told of a heated dispute between the leaders, but I doubt if they are true. What happened was this. We advanced at the trot, with Lord Lucan, Lord Cardigan, and Captain Nolan leading. For the first half mile we kept our formation, until broken ground threw us into some slight confusion on the flank.

"As we rounded a bend in the valley a Russian battery to the right opened fire, and another on the left quickly followed. We knew then we were in for it, but it was no moment to hesitate, and with a cheer we charged for the guns ahead of us, which until then had not opened fire.

The pace was terrific as our horses thundered over the frozen ground. Then, right in front, the whole massed artillery of the Russian battery fired a hail of shot and shell. The blinding flashes and the deafening roar were vivid in my mind to-day as then. Only the stern discipline and hard training of the British Army prevented panic at that supreme moment, and almost before we knew it, we were up at the guns slashing and stabbing the enemy as they stood to resist.

TRADITIONS MAINTAINED.

"Behind there were enemy on horses, and I well remember how we came against a Polish lancer regiment and went through them like brown paper."

"By this time all formation was broken, and we endeavored to ride back. It was every man for himself then, as we once more passed by those terrible flanking batteries. Those who had lost their horses clung to the stirrup leathers of their mounted comrades, but it was difficult to pick one's way through the heaps of dead and dying, who lay in our path.

"It served one good purpose, for those people who thought the British soldier had deteriorated through the long spell of peace which followed the Napoleonic wars realized that we were the same bulldog breed when we had the opportunity to prove it.

"I rejoice to think that I have been spared so long and lived to see how the glorious traditions of the service are still maintained. My regiment was the 11th Hussars, the 'Cherry Pickers,' and the other survivor (Hughes) was in the 13th, so that all the 4th and 5th Hussars and the 17th Lancers who formed the Light Brigade are gone, leaving only we two."

### GERMANY'S WAR BABIES.

#### STATUS OF UNMARRIED MOTHER.

The status of the unmarried mother in Berlin has changed since the days before the war. It was always a problem of some dimensions, since even then the number of illegitimate births was about 25 per cent. When the next vital statistics come to be published it will probably be found that the proportion has not diminished.

Public opinion in Germany daily becomes more tolerant. Among factory workers and shop girls, according to a good authority, the birth of an illegitimate child no longer carries any social stigma whatever; rather, in view of the country's losses in population during the war, it is looked upon as a fulfilment of a patriotic duty under disadvantages. The mother no longer call herself a "Fraulein," but takes the title of the married woman and call themselves "Frau." Now it is very rare for an employer to dismiss a factory worker or a shop girl in such circumstances; formerly it would have been a matter of course.

Recently, in the Reichstag, the Social-Democratic deputy Frau Schröder proposed a decree that unmarried motherhood should no longer be regarded for the dismissal of a woman official, or a hindrance to her being accepted for a post. The Government representative, Dr. Lewald, in reply declined to grant the decree, stating that each case must be considered on its merits. It is interesting to notice that the "Vorwärts" in commenting on the dismissal of a post office telephone girl for this cause, severely censured her colleagues for their narrow-mindedness in permitting such exceptional treatment. Thus do standard change.—Times.

Relative to the sensation caused by the Greenwood poison trial, a writer in a recent issue of the Westminster Gazette states:—The week's surfeit of poison talk is a reminder of the prevalence of poisoning in the past. In the sixteenth century, for instance, poison was looked for in any least worthy of the name. There was a procuration of food tasters. First while a servant kissed the bowl on which my lord was to dry his hands before coming to table, the dishes on the sideboards would be tasted by the cooks under the eye of the "sorcerer." Then the carver, who would take "assays" of them. The bread, salts, and gravies came next under review, together with cuts from the joints and corners from the pits. Then, granted the survival of the fittest, my lord could set to work. The drinks were similarly "suspected," and the cupbearer would kneel with the "great covered cup" and take the first draught from it.

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From to-day onwards there are to be distributed one million hair-health parcels free of all cost—each parcel to contain a Complete Outfit for the care of the hair.

Every man and woman can have this priceless wealth of beautiful hair if he or she will only devote two minutes a day to the practice of the wonderfully successful "Harlene Hair-Drill." To-day, too, you can prove the truth of this statement without fee or obligation.

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The whole process takes no more than two minutes a day, and is enthusiastically praised by a host of "Hair-Drill" devotees for the marvellously refreshing and rejuvenating feeling this every-morning toilet exercise gives before facing the day's work.

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You, as one of the Nation's workers, can secure one of these hair-health parcels at once by simply posting the coupon below, together with your name and address, and a stamp in stamps, to cover cost of postage and packing of the parcel. By return you will receive this Free-Fold Gift.

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## A Waste of Good Food.

In many countries during the Great War, it was made a criminal offence to waste food. War, or no war, no right-minded individual ever does willfully waste good food, but a great many of us do waste it, in spite of ourselves.

Any of the food we eat, which is not thoroughly digested and assimilated, is wasted, and this waste occurs whenever our principal organs of digestion—the stomach, liver and bowels—lose their tone, and with it the power to do their work efficiently.

The immediate consequences often include pains after eating, flatulence, acidity, headaches, biliousness, constipation and other disagreeable signs that our digestive system is out of order. Later, just because we are not obtaining full value from the food we have eaten, we begin to lose our strength and energy.

All that is necessary to banish these troubles and prevent their return, is to restore the digestive organs to thorough, natural, working order, and for this purpose no medicine is so sure or so well recommended as the world-famous and reliable digestive tonic, Mother Seigel's Syrup. For over fifty years this medicine has been the tried and true friend of all who suffer from stomach and liver troubles. This popular remedy is prepared from the medicinal extracts of more than ten different roots, herbs and barks, which in combination have a remarkably beneficial effect upon the digestive organs.

Mother Seigel's Syrup tones and strengthens the stomach, stimulates the liver, and restores the bowels to healthy activity thereby ensuring in a natural way complete digestion and assimilation of food. Appetite improves, food is again eaten and enjoyed, and you wake up in the morning feeling fresh, and ready for your work.

In every part of the British Empire, Mother Seigel's Syrup is regularly taken and recommended by those who know its sterling worth, and have experienced for themselves what benefits are derived from its use. Thousands of such people take a dose of the Syrup regularly, after each of the principal meals of the day, and they say they owe to this simple precaution their freedom from indigestion, their energy and good health.

There are certain imitations of Mother Seigel's Syrup upon the market, but no imitation possesses the remedial value which has made the Syrup for fifty years the most popular remedy for indigestion in the world.

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## LENIN ON HIS AIMS.

ALLIANCE WITH THE GERMANS.

AIDS TOWARDS WORLD REVOLUTION.

(FROM A SPECIAL CORRESPONDENT TO "THE TIMES.")

HELSINKI, November 2nd. I learn from a trustworthy source that Lenin has explained the aims and objects of Bolshevism in the following terms to some sympathetic visitors.

"I regard the Russian Revolution not as an end in itself, but as the first step in a world revolution. The question is, 'How are we to promote a proletarian revolution in Western Europe?'"

"We must attack France and Great Britain through their colonies and dependencies—as regards France, by judicious propaganda in Northern Africa, and in the case of Great Britain by similar propaganda in India."

"We are already working powerfully in these two directions. The check which we have sustained in Poland renders it all the more necessary, in order to keep up our prestige among our adherents at home and in the Red Army, that we should succeed in the near future. Success will put the whole world at our feet, and we shall smash the Peace of Versailles, and replace the rule of the Entente Powers by the rule of the proletariat throughout the world."

"An independent Poland is very dangerous to us. The Polish régime is most bitterly opposed to our Soviet organization. Equally dangerous would be the establishment of a permanent bourgeois régime in South Russia. Therefore we must now make every effort to crush Wrangel. Poland's turn will come again later. For the present the is not an unmitigated evil, since so long as she exists we can count on having the Germans on our side. Germany hates Poland, and to destroy her would unite with us. I do not like the Germans, but it is better to use them than to abuse them. Although they are beaten, they can serve us still. They are our natural allies, for by their passive resistance to the execution of the Treaty of Versailles and by their secret work against it they create and maintain in Europe a state of insecurity and restlessness which is the best atmosphere in which to propagate our Workers' Revolution."

"France, on the other hand, is our greatest enemy, for all her strength is being used to stabilize things in Europe. In Italy we can produce a revolution whenever we like, but there also we must work with the Germans, who have their own organizations and means of influence prepared, particularly in banking and commercial matters. Their scheme is based on the necessity for keeping Italian industry under German control and tutelage as far as possible."

"The Germans are, above all, our auxiliaries because their hope of escaping from the penal clauses of the Peace Treaty rests on causing disorder and agitation with a view to profit by the general confusion which will then arise. They seek revenue—we, revolution. For the moment our interests are identical. They will diverge and the Germans will become our enemies only when the question arises whether on the ruins of old Europe will be founded a new German hegemony or a Communistic Federation."

"The fusion of interests between the Siemens Schuckert undertakings and the Rhein-Elbe Union which was announced here yesterday is the latest of the big commercial amalgamations that are now taking place in Berlin. It is by no means likely to be the last. It is in itself a fusion of previous fusions, some of which have been reported by me in recent days."

The concerns involved in this amalgamation are Siemens and Halske, the Allgemeine Elektricitäts-Gesellschaft, the Siemens Schuckert-Werke, the Allgemeine Bergwerk-Gesellschaft. These firms represent the absorption of other firms, and so the process goes on. They command a capital of more than 500 million marks."

The same process is going on in all branches of important German industries. Among the more recent was that of the Anilin Group, which held a meeting yesterday to discuss the association of interests in dyestuffs manufacturing firms. This had already been agreed for a period terminating in 1925, and it was proposed to lengthen the term to 1929. At the same time the firms also went into a scheme for community of interests in the nitrogen trade, the proposal including the formation of a company with 500 million marks capital to take over and run the nitrogen factory of the Badische Anilin und Soda-Fabrik in Oppau and Merseburg. Similar huge operations in the direction of fusion of interests are going on in every kind of trade. Among the latest amalgamations in engineering is that of Strauss and Co., which has joined up with the Sugg foundry at Munich. Fusions have been reported in the chemical trade and in mining and oil companies, and during the last few days a number of amalgamations of brewing interests has been going on.

The effect of these amalgamations will probably be felt in the struggle for a market that is expected to take place in the near future. For the moment the principal result is a scramble in the stock market for speculative profit on the rumour of further operations of a like nature. The war restrictions on the forming of new companies ceased to be operative on October 1st. Since then there have been considerable activities in company promoting, but the main interest in the new movement centres around the merging operations of the great concerns. The Deutsche Bank will, no doubt, play a considerable part in these large transactions, which are rapidly changing the whole aspect of German economic life."

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## Mrs. Hands Was In Torment With Rash Cuticura Healed

A dry itching rash began coming out on me. It first began on my hands in little pimples and after a week or two came out all over my body until I was almost all covered, especially my neck and head. The sores itched so that I can't describe the torment. I had to get out of bed once or twice every night to scratch.

"This went on for about eight months when I sent for a sample of Cuticura Soap and Ointment. I used it and had the first good night's rest I had had for a long time. So I bought more and used one tablet of Cuticura Soap and one box of Cuticura Ointment when I was healed." (Signed) Mrs. H. Hands, Friday St., Falmouth, Cornwall-on-Avon, Eng.

Make Cuticura Soap and Ointment your every-day toilet preparations.

Send 1s. Ointment 1s. 6d. and 2s. 6d. Soap 1s. 6d. to the nearest drug store or by mail to the Cuticura Soap Co., Ltd., 100, Strand, London, W.C.2.

Also for mail orders with price list. Cuticura Soap shaves without mug.

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## INDO-CHINA STEAM NAVIGATION COMPANY LIMITED.

SAILINGS SUBJECT TO ALTERATION

SHANGHAI MOJI & KOREA... "FOOKSANG" ... Sat. 8th Jan. 5 p.m.  
SHANGHAI & CHEFOO via Swatow "WAISHING" ... Sun. 9th Jan. 10 a.m.  
HAIPHONG via HOIHOW ... "TAKSANG" ... Wed. 13th Jan. 10 a.m.  
SINGAPORE & FRANK ... "KUMSANG" ... Wed. 13th Jan. 3 p.m.  
SHANGHAI & TIENTSIN ... "YUENSANG" ... Thurs. 14th Jan. 5 p.m.  
MANILA ... "LAISANG" ... Fri. 15th Jan. 2 p.m.  
SINGAPORE & CALCUTTA ... "LAISANG" ... Tues. 18th Jan. 2 p.m.  
SINGAPORE, CALCUTTA & DALY ... "WINJISANG" ... Wed. 19th Jan. 10 a.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang, and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation—callings



## SHIPPING NEWS

## ARRIVALS.

January 7th.

*Fengtien*, British str., 1,229 tons, Capt. Tuckson, from Shanghai, with a general cargo.—B. & S.

*Gregory*, Japanese str., 2,989 tons, Capt. Bancho, from Moji, with a general cargo.—M.M. Co.

*Hai Hong*, British str., 1,270 tons, Capt. W. C. Passmore, from Foochow and Onat, with a general cargo.—D.L. & Co.

*Kaiyo Maru*, Japanese str., 1,120 tons, Capt. S. Namura, from Swatow, with coal and a general cargo.—O.S.K.

*Kuanyin*, Chinese str., 1,336 tons, Capt. C. Stewart, from Canton, with a general cargo.—C.M.S.N. & Co.

*Lake City*, American str., 1,634 tons, Capt. J. Allen, from Swatow.—P.M. S.S. Co.

*Nanking*, American str., 5,000 tons, Capt. Dobson, from San Francisco, with a general cargo.—C.M. & Co.

*Ningpo*, British str., 1,229 tons, Capt. W. J. Freer, from Canton.—B. & S.

*Peking Maru*, Japanese str., 1,660 tons, Capt. Yoshida, from Canton, with a general cargo.—Nanyo Y.K.

*Panama*, Japanese str., 3,504 tons, Capt. Kitano, from Nagasaki, with a general cargo.—O.S.K.

*Poole*, Chinese str., 314 tons, Capt. Leung Hing, from K. C. Wan, with a general cargo.—Hing Shun.

*Singap*, British str., 1,047 tons, Capt. Ishiver, from Saigon, with rice.—B. & S.

*Szechuan*, British str., 1,504 tons, Capt. W. Benson, from Shanghai, with a general cargo.—B. & S.

*Takachi Maru*, Japanese str., 4,334 tons, Capt. Sogawa, from Moji, with a general cargo.—N.Y.K.

*Tungshing*, British str., 1,102 tons, Capt. Harris, from Canton, with a general cargo.—B. & S.

## CLEARANCES.

January 7th.

*Bencoolen*, for Batavia.

*Fengtien*, for Canton.

*Kuanyin*, for Haiphong.

*Kung Hong*, for Shanghai.

*Long Sang*, for Manila.

*Ning Ching*, for Haiphong.

*Peking Maru*, for Shanghai.

*Rupans*, for Dairen.

*Szechuan Maru*, for Bangkok.

*Szechuan*, for Canton.

*Takachi Maru*, for Sourabaya.

*Takachi Maru*, for Calcutta.

*Yue Yang*, for Haiphong.

## PASSENGERS.

ARRIVALS.

Per s.s. *Hai Hong*, on January 7th: Mr. E. H. De Vinney, Mr. J. Grant, Mr. A. Rayson, Mr. E. Yoshizawa, Mrs. V. Phillips.

Per s.s. *Nanking*, on January 7th: Mrs. S. Allen, Mr. B. Arakio, Mr. and Mrs. F. Beasley, Mr. F. Briggs, Miss A. Connor, Rev. and Mrs. P. A. Eadie, Miss M. Eddy, Mr. N. T. Gottschall, Miss L. Green, Capt. J. V. Griffith, Mr. J. O'Neil, Mr. H. A. Potts, Mr. J. Poyner, Mr. and Mrs. W. G. Smith, Miss B. Smith, Miss C. Studdert, Miss L. A. Swank, Mr. E. Welch, Mr. and Mrs. B. E. Wiens, Miss A. Wiens, Miss S. Woodruff, Miss H. E. Rydort, Mr. and Mrs. Chang Harr, Mr. B. L. Lawrence, Miss C. Macadam, Miss E. McEwan, Miss A. G. Hoge, Mr. and Mrs. H. A. Judson, Mr. H. W. Barrows, Mr. S. H. Ross, Mr. R. Luther, Mr. W. Percifield and Mr. A. Gherardy.

## DEPARTURES.

Per s.s. *Monteagle*, on January 6th: Miss S. Anderson, Mr. R. Anderson, Mr. B. F. Baruh, Mr. T. Bums, Mr. G. L. Brown, Mr. P. V. de Couto, Mr. C. Couto, Mr. J. Dewar, Mr. W. Enstrom, Mr. J. N. G. Gibbons, Mr. G. V. Hughes, Lieut. E. P. Hart, Mr. W. S. Hazford, Mr. C. H. F. Hawell, Mr. E. Johnston, Miss L. Johnston, Miss G. Johnston, Mrs. E. A. Johnston, Mr. and Mrs. E. Kottelman, Miss M. Lee, Lieut. P. C. Royner, Mrs. B. Russell, Mr. E. A. Rummer, Mr. J. A. Shealy, Capt. G. W. Twomey, Mr. E. A. Winkworth, Mr. C. H. Hubbard, Mr. C. F. Johnstone and Mr. E. N. Levin.

## VESSELS EXPECTED.

*Admiral*, due January 8th.

*Ati Maru*, from Australia, due January 19th.

*Archives*, due January 9th afternoon.

*Cap Finisterre* (N.Y.K.), from Liverpool, due January 28th.

*Deception*, due 10-day.

*Delta*, due January 10th.

*Duquesne*, from New York, due February 2nd.

*Euryalus*, due February 5th.

*Edmore*, from Seattle, due January 24th.

*Empress of Asia*, due Jan. 9th at daylight.

*Kanagawa Maru*, due January 12th.

*Kashima Maru*, due January 16th.

*Katmon*, due February 28th.

*Kumano Maru*, from London, due January 15th.

*Laomedon*, due January 9th.

*Lowther Castle*, due February 6th.

*Lycan*, due January 15th.

*Macdon*, due January 9th.

*Mattawa*, due January 20th.

*Mentor*, from Europe, due January 16th.

*Mishima Maru*, from London, due February 1st.

*Nanking*, due January 7th, at daylight.

*Pilana*, due January 11th.

*Rangoon Maru*, from Japan, January 10th.

*Sachima*, from New York, due January 15th.

*Schodack*, from New York, due January 10th.

*Takachi Maru*, from Japan, due January 7th.

*Tamp Maru* (European line), due January 20th.

*Tarantas*, due February 10th.

*Tian*, due February 17th.

*Tokachi Maru*, due January 17th.

*Tsuruga Maru*, from Japan, due January 14th.

*Yokohama Maru* (European line), due January 9th.

## SHIPPING MOVEMENTS.

The s.s. *Alcinous* (Blue Funnel line) left Miko to-day for Liverpool via Hongkong, and is due here on January 11th.

The N.Y.K. s.s. *Ati Maru* (Australia line) left Thursday Island on January 6th, and is expected here on January 17th.

## PORTUGUESE STEAMSHIP LINE TO THE FAR EAST.

We are informed by Messrs. J. M. da Rocha & Co., who are the local agents for the Transports Maritimos do Estado, that the s.s. *Quintana* (formerly known as *Kyoo Prince*) left on the 4th January for Marseilles, Genoa, Port Said, Suez, Bombay, Mormugao, Colombo, Singapore, Hongkong, Shanghai, Kobe and Yokohama.

This is the first steamer of the monthly services between Europe and the Orient by the Portuguese which is to be inaugurated with steamers reed by Germany to Portugal.

The fleet of the Transports Maritimos do Estado, so far as is known at present will consist of the following steamers:

	Gross
Colomba (Antares)	3,812
Congo (Infante-D. Carlos)	3,077
Gaza (Hof)	4,705
Del Banos (Lahneck)	1,773
Gon (Lichtenfels)	5,905
Granja (Pecador)	763
India (Vorwarts)	5,990
Lajes (Sacheny)	1,773
Lima (Westervald)	3,901
Luiz de Albuquerque (Admiral)	6,353
Maio (Beta)	2,170
Minho (Mogador)	1,271
Mormugao (Kommodore)	5,233
Porto Alexandre (ex Ingbert ex Thors Mangel)	2,899
Pungwa (ex Linda Wurmarm ex Gutrun)	1,377
Quelimane (Kronprinz)	5,689
S. Jorge (Sardinia)	3,901
Sado (Pilot)	1,408
Vianna (Maidland)	1,749

## CHURCH SERVICES.

St. John's Cathedral, Hongkong, 1st Sunday after Epiphany, January 8th, 1921. Holy Communion (7.50 a.m.) Service, Merbecke; Hymns, 80, 320, 558. Matins (9 a.m.) Cathedral Choir. Responses, Psalms, Venite, Burrows (10th); Psalms, 47 (David), 67 (Wesley); Te Deum, Oakeley; Turler, Tallis (2nd day); Benedictus, Garrett; Anthem, "O Zion that bringest" (Stainer); Hymn, 80. N.B.—Psalms 47, verses 1, 2, 3, 9 in unison; Psalm 67, verses 3, 5, 7, 9 in unison; Hymn 80 verses 1, 7 in unison. Litany (12 Noon). Evensong (6 p.m.) (Auxiliary Choir.) Responses, Psalms, 18, 100, 138, 139, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

## UNION CHURCH (Kennedy Road).

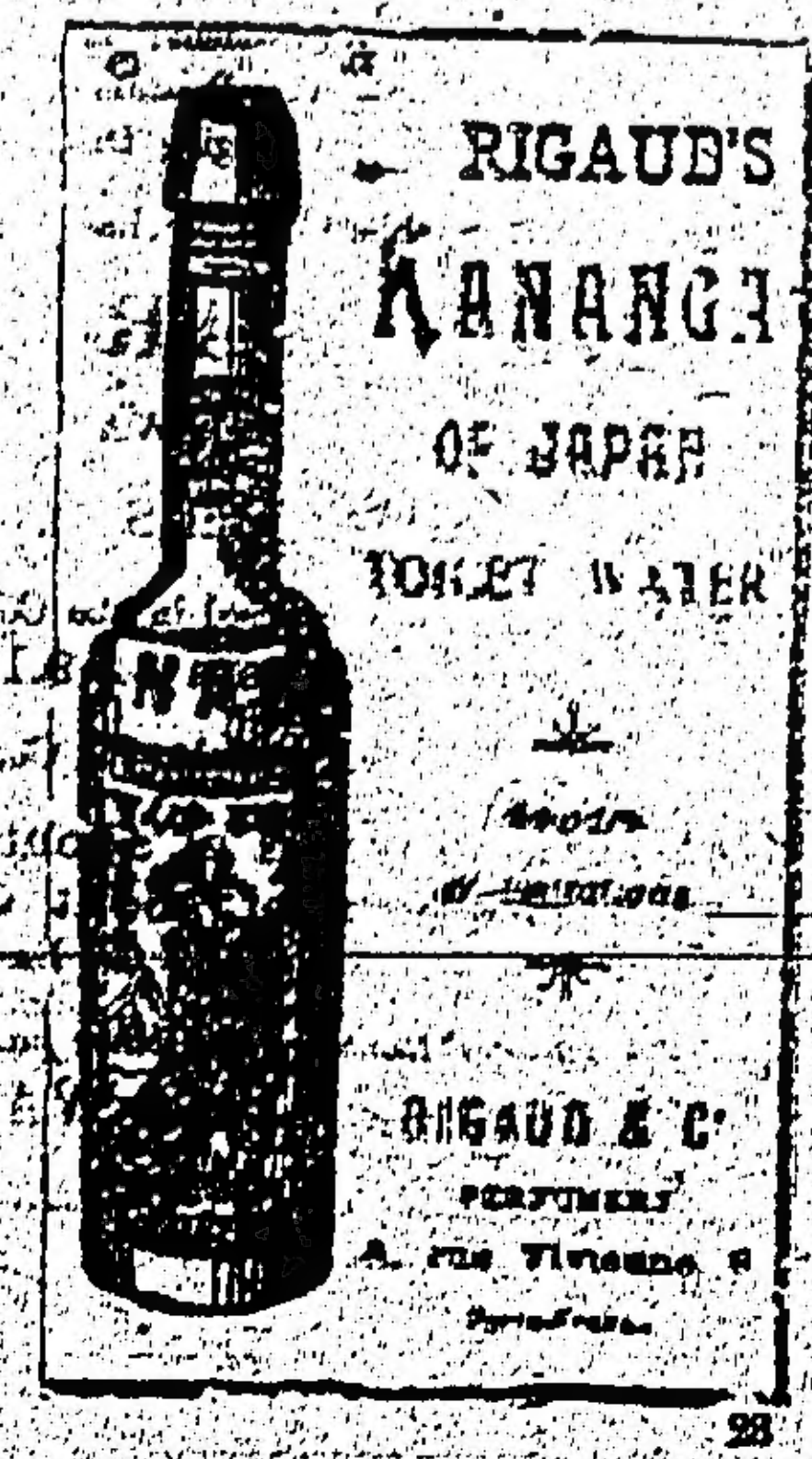
The Rev. J. M. Henry, Cantab., will occupy the Pulpit at the Morning (11 a.m.) and Evening (6 p.m.) Services.

## CHURCH OF ENGLAND MILITARY SERVICES.

Sunday, January 9th, 1921.  
8 a.m. Holy Communion, Chaplain's Room.  
9.45 a.m. Parade Service, Cathedral.  
11 a.m. Parade Service, Mt. Austin Barracks.  
4.45 p.m. Evening Service, Hospital, Bowen Road.  
6.45 p.m. Evening Service, Chaplain's Room.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 7th:			
	Previous Day	On Date	On Date
	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	30.15	30.25	30.15
Temperature	62	53	63
Humidity	52	73	62
Wind Direction	NNE	calm	West
Force	2	0	2
Weather	b	0	b
Rain			
Highest open-air Temperature on 6th	83		
Lowest open-air Temperature on 7th	53		



## C.P.O.S.

## HONGKONG TO VANCOUVER

Ship	Agent	Departure	Arrival
EMPEROR OF ASIA	Jan. 18	Jan. 31	
EMPEROR OF JAPAN	Jan. 26	Feb. 16	
EMPEROR OF RUSSIA	Feb. 10	Feb. 23	
EMPEROR OF ASIA	Mar. 22	Apr. 12	
EMPEROR OF JAPAN	Mar. 31	Apr. 18	
EMPEROR OF RUSSIA	Apr. 7	May 1	
EMPEROR OF ASIA	Apr. 28	May 16	
EMPEROR OF JAPAN	May 17	June 7	
EMPEROR OF RUSSIA	May 26	June 13	
EMPEROR OF ASIA	June 14	July 1	
EMPEROR OF JAPAN	June 23	July 11	
EMPEROR OF RUSSIA	June 30	July 18	

## HONGKONG OFFICE

## CANADIAN PACIFIC OCEAN SERVICES.

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

## SAILING FROM HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Feb. 25th	Jan. 12th	Jan. 25th

## SAILING FROM HONGKONG for MANILA

S.S. "NANKING"	March 18th
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## SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
Feb. 7th	April 3rd

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

C. T. SURRIDGE, Acting, FREIGHT &amp; PASSENGER AGENT, PRINCE'S BUILDING, 100 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. No. 1934. TEL. FREIGHT DEPT. &amp; AGENT. No. 2161.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE

Operating the new first-class steamers

## "ECUADOR," "VENEZUELA" &amp; "COLOMBIA,"

## HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

## SAILINGS FROM HONGKONG AT NOON.

## U.S. SHIPPING BOARD VESSEL

## FOR SAN FRANCISCO.

## SHANGHAI-HONGKONG-CALCUTTA SERVICE.

On Cargo accepted on through bills of lading to all ports in the United States and Canada, also through bills of lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—PACIFIC MAIL S.S. CO. Hotel Mahatma, Cable Address "SOLANO."

Telephone 141.

## KONINKLYKE PAKETVAART

## MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STRAMSHIP

## "VAN WAERWYCK"

will be despatched to

SINGAPORE, PENANG AND BELAWAN DELI

on or about 15th January.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents.

## DODWELL &amp; COMPANY, LD.

## STEAMSHIP SERVICES.

## NEW YORK &amp; BOSTON

via Suez or Panama Canal at Owners' Option.

S.S. "BOLTON CASTLE" sailing on or about 12th Jan.

## LLOYD TRIESTINO

For SHANGHAI sailing at 10 a.m. January 12th.

S.S. "PILENA" sailing on or about January 20th.

S.S. "HUNGARIA" sailing on or about January 20th.

For BRINDISI, VENICE &amp; TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA &amp; DANUBE PORTS.

SINGAPORE, PENANG &amp; CO



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM &amp; ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs &amp; Co., CANTON.

THE BANK LINE, LTD.

General Agents.

33.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
SWATOW, SHANGHAI & TIENTSIN	NINGPO	On 8th Jan.	Noon
HAIPHONG	"BOHIO"	On 9th Jan.	11 A.M.
SWATOW & HANGKOW	"HANCHOW"	On 11th Jan.	9 A.M.
SWATOW, SHANGHAI & TIENTSIN	CHEKIANG	On 11th Jan.	10 A.M.
AMOY, SHANGHAI & FUKOW	"SEZOUEN"	On 11th Jan.	2 P.M.
SHANGHAI	"FENGTEEN"	On 13th Jan.	Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 15th Jan.	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly), and Tientsin (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

Telephone 35.

BUTTERFIELD &amp; SWIRE, Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Passmore | SUNDAY, Jan. 9th at 12 Noon.  
"HAILOONG" ... Capt. J. B. Thompson | THURSDAY, Jan. 13th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

3.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"LAOMEDON" ... via Suez ... 10th Jan.  
"AGAMEMNON" ... via Suez ... 22nd Jan.  
"KENTUCKY" ... via Suez ... 1st Mar.

\* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE, or THE BANK LINE LTD., HONGKONG, QUEEN &amp; CO., CANTON.

38.

## P. &amp; O. - BRITISH INDIA.

APCAR AND EASTERN &amp;

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYLOW, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"BREMEN"	11,500	10th Jan.	London.
"DILWARA"	8,400	11th Jan.	Singapore, Colombo & Bombay
"FLORISSANT"	7,245	13th Jan.	Masulies, London & Antwerp
"DELTA"	8,000	5th Feb.	Masulies, London & Antwerp
"DUNERA"	8,400	10th Feb.	Syore, Colombo & Bombay
"LAHORE" (Cargo)	5,300	18th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 1, 4,700 | 10th Jan. 1 p.m. | Calcutta via S'pore &amp; R'goon.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	21st Jan.	Sandakan, Thursday Island.
"KANOWNA"	7,400	16th Feb.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,500	9th Mar.	Sydney & Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN

"BANGA"	6,000	9th Jan. 11 p.m.	Shanghai & Kobe.
"DELT"	8,000	10th Jan. Noon	Shanghai, Moll & Kobe.
"TAKADA"	7,000	17th Jan.	Shanghai & Japan.
"LAHORE"	8,300	21st Jan.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GOSNOLD & DOVER, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival day, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO., Agents.  
22, Des Voeux Road Central, HONGKONG.

## O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN &amp; CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Sunday, 9th Jan.

\* Taking Passengers

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Monday, 10th Jan.

"KARADO MARU" ... Thursday, 20th Jan.

\* Taking Passengers

SAIGON, HANGKOW &amp; SINGAPORE—Regular monthly service.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINT U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Friday, 14th Jan.

\* Calling Darwin

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AMUR MARU" ... Saturday, 15th Jan.

\* Taking Passengers

NEW ORLEANS LINE.

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moll, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 9th Jan.

TAKAO via SWATOW &amp; AMOY.

"ROSHU MARU" ... Thursday, 13th Jan.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, Tel. Nos. 744 &amp; 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer ... Arr. Hongkong from Australia ... In Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tannian Ports.

For Freight and Passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

39.

## T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
THIYO MARU	22,000	Feb. 18th.
SHIYO MARU	22,000	Feb. 24th.
THIYO MARU	22,000	Feb. 24th.
KORU MARU	22,000	March 7th.
SHIYO MARU	22,000	March 18th.

\* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

CRUZ, BALBOA, CALLAO, MOLLEDO, ANNA &amp; IQUITUE

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
KIYO MARU	17,500	Jan. 17th, 1891.
REIYO MARU	17,500	Feb. 1st.
ANYO MARU	17,500	March 15th.
SHIYO MARU	14,000	May 15th.

\* Cargo only

For full information regarding passengers, freight and sailing, apply to—

Y. TSUTSUMI, Manager.

King's Building.

Tel. Nos. 5274 &amp; 5271.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

(34)

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"ARMAND REHIO" 10,000	On or about 15th Jan.
	"PORTHOS" 20,000	On or about 5th Feb.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUZ, PORT SAID	"ANDRE LEBON" 22,000	On or about 15th Jan.
	"PAUL LECAT" 20,000	On or about 31st Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.

Acting Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER (Calling at Shanghai and Kobe).

"EDMUND"	...	About Feb. 5th.
"ELDRIDGE"	...	About Feb. 7th.
"WHEATLAND MONTANA"	...	About March 15th.
"CITY OF SPOKANE"	...	About March 21st.

\* Calling at Shanghai, Dairen and Japan Ports

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MONTAGUE"	...	About Jan. 11th.
"ABRECO"	...	About Feb. 7th.
"PAULET"	...	About Mar. 7th.
"COAXET"	...	About April 4th.

\* Through Bills of Lading issued at Overseas Consignee's Office.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 5477 &amp; 5478.

Fifth Floor, HONG KONG MANSIONS, 71.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WAUKEGAN" ... about Jan. 20th, 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephone

5477 &amp; 5478.

AGENTS

5th Floor

HONG KONG MANSIONS

178

## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; SINGAPORE.

"HWAH PING" January 17th.

"VICTORIA" February 10th.

For Freight and Passage, apply to— THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

Agents,

113, Connaught Road Central.

39.



## POST OFFICE NOTICE

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below, unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

FROM	PER	DUE
EUROPE via Suez (Newspapers only)	Footage	8th inst.
London 2nd Dec.		
STRAITS		
London (Parcels only 4th Nov.)	Yokohama Maru	8th inst.
STRAITS and CALCUTTA	Asahi Maru	8th inst.
STRAITS	Tokyo Maru	8th inst.
STRAITS	Sunring	8th inst.
STRAITS	Chikuma	8th inst.
U.S.A., CANADA and MANILA	Empress of Asia	8th inst.
EUROPE via Suez (Letters only)	Glenfalloch	9th inst.
London 8th Dec.		
JAPAN	Rangoon Maru	10th inst.
EUROPE via Suez (Newspapers only)	Delia	10th inst.
London 8th Dec.		
STRAITS	Kanagawa Maru	12th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Fort Bayard	Poo Lee	Saturday, 8th, 11.00 A.M.
Swatow, Shanghai and N. China	Ningpo	Saturday, 8th, 11.00 A.M.
Swatow and Shanghai (North China)	Peking Maru	Saturday, 8th, 11.00 A.M.
Straits, Bangkok, Calcutta & Aden	Tokyo Maru	Saturday, 8th, 2.00 P.M.
Swatow, Shanghai, and N. China	Waikiki	Saturday, 8th, 5.00 P.M.
Shanghai, N. China, and Japan	Banco	Saturday, 8th, 5.00 P.M.
Haiphong	Hothou	Sunday, 9th, 9.00 A.M.
Swatow, Amoy, and Keelung	Phuamphen	Sunday, 9th, 9.00 A.M.
Swatow, Amoy, and Fuzhou	Kaijo Maru	Sunday, 9th, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius	Hai Hong	Sunday, 9th, 9.00 A.M.
L. Marques, and India via Dhanushkodi, Durban and Cape Town	Panama Maru	Sunday, 9th, 9.00 A.M.

\* Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE.

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"MACHAON"	11TH JAN. London, Rotterdam & Hamburg.
"RHESUS"	15TH JAN. London, Amsterdam & Hamburg.
"OANFA"	30TH JAN. London, Amsterdam & Hamburg.
"IXION"	6TH FEB. London, Amsterdam & Antwerp.
"MENTOR"	22ND FEB. London, Amsterdam & Hamburg.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS)

"ALCINOUS"	12TH JAN. Barcelona, Havre & Liverpool.
"HECTOR"	18TH JAN. Genoa & Liverpool.
"BELLEROPHON"	24TH JAN. Genoa, Marseilles & Liverpool.
"ANCHISES"	1ST FEB. Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KORE AND YOKOHAMA)

"TEUCER"	5TH FEB.
"PROTEILAUS"	17TH FEB. Victoria, Seattle, Tacoma & Vancouver
"TALHYBIUS"	10TH MAR.

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

"LAOMEDON"	10TH JAN. via Suez
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## HOMEWARD PASSENGER SERVICE

"ANCHISES"	1ST FEB. for Liverpool direct.
"MENTOR"	22ND FEB. for London direct.
"TEUCER"	1ST MAR. for London direct.
"STENTOR"	15TH MAR. for Liverpool direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

## WEATHER REPORT.

January 27th, at 11.10.—Warning to East Coast Ports and Hongkong:—N.N.E. gale in Formosa Channel.

January 27th at 11.42.—Returns from Japan are unintelligible.

Pressure changes since yesterday are small at all reporting stations.

The anti-cyclone dominates the map. It appears to be stationary.

Strong monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Total since January 1st, 0.11 inches against an average of 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District FORECAST.

Hongkong to Gap Rock (North winds, strong; fine to cloudy).

Formosa Channel (Northerly gale).

South coast of China between (The same as Hongkong and Lamma) No. 1.

## SUNRISE AND SUNSET IN HONGKONG.

FOR THE MONTH OF JANUARY.

Date	Sunrise a.m.	Sunset p.m.
January 1st	7.05	5.54
" 2nd	7.05	5.55
" 3rd	7.05	5.55
" 4th	7.05	5.55
" 5th	7.05	5.55
" 6th	7.05	5.55
" 7th	7.05	5.55
" 8th	7.05	5.55
" 9th	7.05	5.55
" 10th	7.05	5.55
" 11th	7.05	5.55
" 12th	7.05	5.55
" 13th	7.05	5.55
" 14th	7.05	5.55
" 15th	7.05	5.55
" 16th	7.05	5.55
" 17th	7.05	5.55
" 18th	7.05	5.55
" 19th	7.05	5.55
" 20th	7.05	5.55
" 21st	7.05	5.55
" 22nd	7.05	5.55
" 23rd	7.05	5.55
" 24th	7.05	5.55
" 25th	7.05	5.55
" 26th	7.05	5.55
" 27th	7.05	5.55
" 28th	7.05	5.55
" 29th	7.05	5.55
" 30th	7.05	5.55
" 31st	7.05	5.55
February 1st	7.05	5.55

## COMMERCIAL.

## OFFERING QUOTATIONS.

January 7th

ON LONDON	
Telegraphic Transfer	3/11
Bank Bills, on demand	3/11
Bank Bills, at 30 days sight	3/11
Bank Bills, at 4 months sight	3/11
Credit, at 4 months sight	3/11
Documentary Bills, 4 months sight	3/11
ON PARIS	
Bank Bills, on demand	980
Credit, 4 months sight	1010
ON NEW YORK	
Bank Bills, on demand	57 1/2
Credit, at 60 days sight	58 1/2
ON HONGKONG	
Telegraphic Transfer	100
Bank Bills, on demand	208 1/2
ON CALCUTTA	
Telegraphic Transfer	100
Bank Bills, on demand	208 1/2
ON SHANGHAI	
Bank Bills, at sight	115 1/2
Private 30 days sight	115 1/2
ON YOKOHAMA	
On demand—On demand	115 1/2
ON SINGAPORE	124 1/2
On demand—On demand	135
ON BATAVIA	172 1/2
On demand—On demand	172 1/2
ON HATYONG	172 1/2
On demand—On demand	172 1/2
ON SAIGON	172 1/2
On demand—On demand	172 1/2
ON BANGKOK	172 1/2
On demand—On demand	172 1/2
SOVEREIGNS, Bank's Buying Rate	\$42.25 n.
Gold Laid 100 fine, per tael	\$45.30
Bar Silver per oz.	43 1/2
Per cent	
Hongkong—30 cents place	—30 1/2 Discou
Hongkong 10	—0.12 1/2
Canton —30	—17.65
Canton —10	—0.00

For sale: Hongkong 80 cents piece 0.18 Discount, Hongkong 10 0.13, Canton 10 17.83, Canton 10 0.00.

## HONGKONG SAVINGS BANK

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$50,000,000.00

Paid-up Capital 12,279,900.00

Reserve Funds 4,116,773.00

HEAD OFFICE—PEKING

HONGKONG BRANCH—20-21, Canton Road Central Branches and Sub-branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers: The National Provincial and Union Bank of England, Ltd., New York Bankers: Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months, 3 per cent per annum.

For 6 months, 4 per cent per annum.

For 12 months, 5 per cent per annum.

TSUYEE FEE, Manager.

Hongkong, November 25th, 1920.

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1822.

HEAD OFFICE—LONDON.

Paid-up Capital \$2,000,000

Reserve Fund \$3,500,000

Reserve Liability of Proprietors \$3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROOKATT, Manager.

Hongkong, January 1st, 1921.

## BANQUE INDUSTRIELLE DE CHINE (FRENCH BANK)

AUTHORIZED CAPITAL F. 250,000,000

SUBSCRIBED CAPITAL F. 150,000,000

PAID UP F. 75,000,000

RESERVE FUNDS F. 80,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC

Chairman of the Board of Directors: André Berthelot

General Manager: A. J. Pernolet

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES: Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, Harbin, Yankow, Fookien, Szechwan, Szechuan, Yunnan, Kweichow, Guizhou, Hunan, Anhwei, Shensi, Shaanxi, Kansu, Gansu, Ningxia, Tibet, Mongolia, Manchuria, Korea, Japan, Philippines, Java, Sumatra, Borneo, Celebes, Moluccas, East Indies, West Indies, Central America, South America, Africa, Europe, Australia, New Zealand, South Africa, India, Ceylon, Mauritius, Réunion, Madagascar, Seychelles, Comoros, Zanzibar, Pemba, Mozambique, Angola, Namibia, Botswana, Swaziland, Lesotho, South Africa, India, Ceylon, Mauritius, Réunion, Madagascar, Seychelles, Comoros, Zanzibar, Pemba, Mozambique, Angola, Namibia, Botswana, Swaziland, Lesotho.

IN FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

IN LONDON: London Joint City & Midland Bank, Ltd.

IN SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTABIE, Chief Manager.

Hongkong, October 1st, 1920.

## BANKS

## THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. WONG SHIU HAM.

Chief Manager: Mr. L. S. HOLM.

Asst. Manager: Mr. K. T. WONG.

Hongkong Manager: Mr. I. P. ANNE.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 3 per cent, 4 per cent and 5 per cent per annum, respectively.

L. S. HOLM, Chief Manager.

Hongkong, October 2nd, 1920.

## THE BANK OF TAIWAN LIMITED (TAIWAN BANK)

(INCORPORATED BY SPECIAL LAW IN TAIWAN, 1899.)

Capital Subscribed: Yen 60,000,000

Capital (Paid-up): Yen 45,000,000

Reserve Funds: Yen 9,650,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Kankin, Keelung, Makung, Nanto, Pines, Shipchiku, Tachin, Tainan, Taku, Tamsui, Toiyen, Aik.

CHINA—Shanghai, Hankow, Kiating, Amoy, Koochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Batavia, Samarang, Batawa, Bombay, London, New York.

LONDON BANKERS: LONDON, COUNTY, WESTMINSTER AND PAER'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KORDOE, Manager.

HONGKONG BRANCH: 1, Des Voeux Road Central, Hongkong, September 1st, 1920.

## THE MERCHANTS' BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital: £25,000,000

Subscribed Capital: £25,000,000

Paid-up Capital: £25,000,000

Reserve Fund: £25,000,000

Branches: Bombay, Hongkong, Kanton, Shanghai, Calcutta, Madras, Rangoon, Ceylon, Hongkong, Kanton, Shanghai, Calcutta, Madras, Rangoon, Ceylon, Hongkong, Kanton, Shanghai, Calcutta, Madras, Rangoon, Ceylon.

HONGKONG BRANCH: 7, Queen's Road Central, Hongkong, June 30th, 1920.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: No. 2, Queen's Road Central, HONGKONG

Established 1919.

PAID-UP CAPITAL: £2,000,000.00

RESERVE FUND: £900,000.00

DIRECTORS: Mr. Pao Yai Tze, Chairman.

Mr. Chow Shon Son, Mr. K. A. Yung Po.

Mr. Li Koon Chun, Mr. K. A. Ching Kong.

Mr. Fung Ying Shan, Mr. Wong Yui Tung.

Mr. P. K. Kwok, Mr. Chan Ching Shue.

Mr. Ng Ching Luk.

Chief Manager: Mr. Kan Tong Po.

Asst. Manager: Mr. Li Tze Fung.

BRANCHES & AGENCIES: LONDON, NEW YORK, SHANGHAI, SAN FRANCISCO, KOBE, YOKOHAMA, NAGASAKI, SAIGON, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers: The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

Interest allowed on Current Deposits Accounts at the rate of 2 1/2 per cent, per annum, and on Fixed Deposits at the following rates:—

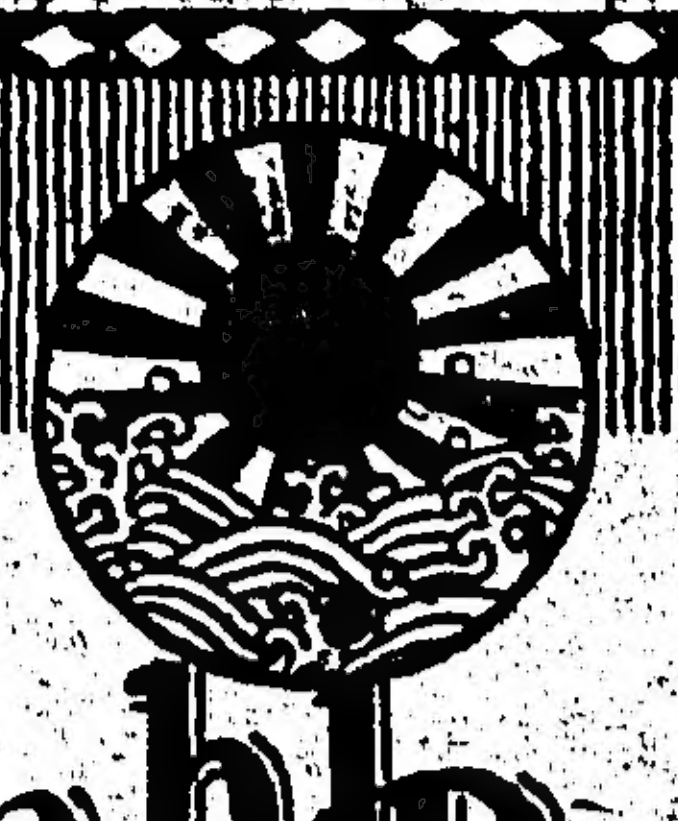
For 3 months at the rate of 3 1/2 per annum.

For 6 months at the rate of 4 per annum.

For 12 months at the rate of 5 per annum.

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920.



**Asahi Beer**

SPECIALLY BREWED FOR EXPORT

**DAI NIPPON BREWERY COMPANY, LIMITED.**

TOKYO, JAPAN.

SOLE AGENTS:

**MITSUI BUSSAN KAISHA, LTD., HONGKONG.**

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"WEST JESTER" 10th Jan., 1921.

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FRANK WATERHOUSE & COMPANY,

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62

## ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital \$4,000